

**CITY OF SEATTLE**

**ORDINANCE \_\_\_\_\_**

COUNCIL BILL 118319

AN ORDINANCE relating to the Seattle Transportation Benefit District, authorizing the Director of the Seattle Department of Transportation to execute an interlocal agreement with King County Metro Transit to purchase the transit service necessary to implement Seattle Transportation Benefit District Proposition 1.

WHEREAS, City of Seattle Ordinance 123397 established the Seattle Transportation Benefit District (STBD) for preserving and maintaining transportation infrastructure, improving public safety, implementing elements of the Seattle Transportation Strategic Plan and other planning documents, investing in bicycle, pedestrian, freight mobility and transit enhancements and providing people with choices to meet their mobility needs; and

WHEREAS, in Resolution 12, the Governing Board of the Seattle Transportation Benefit District (STBD) submitted a ballot measure (STBD Proposition 1) to the qualified electors of the STBD to authorize up to a one-tenth of one percent sales and use tax and an annual vehicle license fee of up to an additional \$60 per registered vehicle with a \$20 rebate for low-income individuals, for the purposes of funding Metro Transit service in Seattle; and

WHEREAS, on November 4, 2014, STBD Proposition 1 was approved by a majority of qualified electors of the STBD; and

WHEREAS, on December 1, 2014, in Resolution 14, the Governing Board of the STBD imposed the revenue measures approved through the approval of STBD Proposition 1; and

WHEREAS, the STBD intends to enter into an interlocal agreement with the City of Seattle to govern the respective functions of the two entities, including execution and administration of service purchase agreements, ongoing assessment of countywide transit service allocation, administration of the low-income rebate programs, and other functions necessary to implement STBD Proposition 1; and

WHEREAS the City of Seattle intends to effectuate the intent of STBD voters by purchasing more than 123,000 annual transit service hours from Metro Transit, beginning June 9, 2015; NOW, THEREFORE,

**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

1 Section 1. The Seattle Department of Transportation (SDOT) Director is hereby  
2 authorized and directed to execute on behalf of the City of Seattle an interlocal agreement with  
3 King County, in the form negotiated and accepted by the Executive, consistent with the key  
4 terms in the version attached to this legislation as Attachment A.

5 Section 2. This ordinance shall take effect and be in force 30 days after its approval by  
6 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it  
7 shall take effect as provided by Seattle Municipal Code Section 1.04.020.

8  
9 Passed by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2015, and  
10 signed by me in open session in authentication of its passage this  
11 \_\_\_\_ day of \_\_\_\_\_, 2015.

12  
13 \_\_\_\_\_  
14 President \_\_\_\_\_ of the City Council

15  
16 Approved by me this \_\_\_\_ day of \_\_\_\_\_, 2015.

17  
18 \_\_\_\_\_  
19 Edward B. Murray, Mayor

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21 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2015.

22  
23 \_\_\_\_\_  
24 Monica Martinez Simmons, City Clerk

25 (Seal)

**TRANSIT SERVICE FUNDING AGREEMENT  
BY AND BETWEEN  
KING COUNTY  
AND  
THE CITY OF SEATTLE**

THIS TRANSIT SERVICE FUNDING AGREEMENT (the "Agreement") is made by and between King County, a political subdivision of the State of Washington and home rule charter county with broad powers to provide public transportation within the County's geographic boundaries, by and through the King County Department of Transportation, Metro Transit Division (the "County" or "Metro Transit") and the City of Seattle, a Washington municipal corporation, by and through the Seattle Department of Transportation ("the "City" or "SDOT") both of which entities may be referred to hereinafter individually as "Party" or collectively as the "Parties."

WHEREAS, the City and County have existing agreements for purchasing transit service hours that will remain in place, including a December 2008 Transit Service Speed and Reliability Partnership agreement, an August 2013 Transit Service Financial agreement, and a September 2014 Transit Service Funding agreement; and

WHEREAS, as a result of a voter-approved transit funding measure authorizing an annual vehicle license fee and sales and use tax increase, the City has identified additional funds that can be used to purchase service hours from the County; and

WHEREAS, the City has identified specific routes and times where it desires service hours to be retained or increased to attain transit service goals in the Seattle Transit Master Plan; and

WHEREAS, Strategies 3.1.1 and 6.3.1 of the King County Metro Transit Strategic Plan for Public Transportation 2011-2021 (the "Strategic Plan") identify partnerships with local jurisdictions and businesses as a potential source of the revenue necessary to provide transit service in support of a strong, sustainable economy;

NOW, THEREFORE, IN CONSIDERATION OF THE MUTUAL PROMISES, COVENANTS AND AGREEMENTS SET FORTH HEREIN, AND FOR OTHER GOOD AND VALUABLE CONSIDERATION, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED BY THE PARTIES, THE PARTIES HEREBY AGREE AS FOLLOWS:

**1. PURPOSE OF AGREEMENT**

The purpose of this Agreement is to set forth the terms and conditions under which City-funded transit service will be operated on specified routes as outlined in Exhibits A and B, which are incorporated herein and made a part of this Agreement by this reference.

## **2. COUNTY'S RESPONSIBILITIES**

- 2.1 The County will provide transit service in accordance with the service identified in Exhibits A and B, pursuant to which the City will pay the fully allocated cost of the service hours as defined in Section 5 of this Agreement. The Parties agree that transit service to be provided will be consistent with the County's Transit Service Guidelines and/or the City's Transit Master Plan, including any potential partnership services with other cities that partner with the City. Metro Transit will adhere to KCC Section 28.94.020 which requires King County Council approval of major service changes.
- 2.2 The County will manage the service in accordance with its regular procedures and as may be further specified in this Agreement. The Parties understand and agree that the transit service referenced herein will be open to the general public.
- 2.3 The County will include the transit service provided for under this Agreement in its annual route performance monitoring consistent with Metro Transit's adopted Strategic Plan and Service Guidelines that currently include the following two standard indicators:
- a. Rides per platform hour;
  - b. Passenger miles per platform mile.
- 2.4 In addition to Section 2.3, the County will compile the following service data for routes serving Seattle, including routes on which the City is purchasing service:
- a. Revenue hours;
  - b. Platform hours;
  - c. Average boardings by trip;
  - d. Maximum boardings by trip;
  - e. Minimum boardings by trip;
  - f. Load factors by trip;
  - g. Percentage of time-point observations, by scheduled trip, that fall into each of the following categories: on time (1 minute early – 5 minutes late), 2-5 minutes early, 6-10 minutes early, 6-20 minutes late, and 21-30 minutes late; and
  - h. Trip start and end times.

This data will be reported to the City at least annually, and in the same format for which it is compiled for the County's service planning needs, or otherwise already reported to the City pursuant to existing transit service funding agreements.

### **2.5 Service Performance Review**

#### **a. Periodic Review of Financial and Operating Performance**

The Parties will meet two (2) times a year to review the planned versus actual financial expenditures and service operating performance of the transit service funded pursuant to this Agreement. These meetings will take place after the financial reports are available for the

April year-to-date ("YTD") reporting and August YTD reporting. The purpose of these meetings is to identify any issues which might have a budget impact on the current year or for future financial planning related to City-funded service.

The biannual review will include the following:

- 1) List of coach upgrades and downgrades by block;
- 2) YTD cost per hour results; and
- 3) Any other items that might impact the year-end reconciliation of actual costs to budget and actual service provided versus planned service.

b. National Transit Database Data

Metro Transit annually reports service and other operating data to the National Transit Database ("NTD"). For purposes of completing the cost reconciliation process provided for in Section 5.5, the County will provide the City with NTD data two (2) times per year: May 15<sup>th</sup> (approximately two weeks after Metro Transit's initial NTD reporting) and August 1<sup>st</sup> (approximately two weeks after NTD closeout of Metro Transit's reporting requirements). This data will include, but is not limited to, financial, operating, and service data. The City acknowledges that revisions to the reported data may be required each year through closeout based on direction to Metro Transit from the Federal Transit Administration.

## 2.6 Service Management

The County retains responsibility for scheduling, managing and operating the service funded by the City under this Agreement. The County will:

- a. Include specific identification of those trips/services that are being funded by the City in printed and electronic schedule information; and
- b. Notify the City of:
  1. Any major changes to City-funded services (notification within 90 days);
  2. Incidence of extended (five (5) days or more) non-operation of City-funded services (notification within 48 hours);
  3. Occurrence of major accidents or incidents on City-funded services involving multiple injuries, fatalities or extensive physical damage (notification within 24 hours); and
  4. Planned changes in fare policies or levels (notification within 90 days).

The service hours for each route specified in Exhibits A and B are estimates only. The City will be charged for service hours in accordance with Section 5 of this Agreement. Any major changes to the service hours purchased by the City to the routes in Exhibits A and B shall be subject to the

City's consent and approval by King County Council consistent with KCC Section 28.94.020, which requires Council approval of major service changes. Major changes are described below:

- a. any change to a service schedule that affects the established weekly service hours for a route by more than 25%;
- b. any change in route location that moves the location of any route stop by more than one half mile.

## **2.7 Changes to Service**

Both the City and County agree to coordinate changes to service in conjunction with the County's scheduled service changes. The City agrees to submit a preliminary description of proposed service changes 180 days prior to the service change date. Proposed City changes to routes and schedules must be finalized no later than 135 days prior to the service change date.

If Metro proposes to restructure, or make changes to multiple routes along a corridor or within an area, the City and Metro will work together to identify replacement investments on the resulting service network for any investments made through this Agreement. Metro may consider a service restructure for a variety of reasons including Sound Transit or Metro investments, existence of corridors above or below All-Day and Peak network frequency, services that compete for the same riders, a mismatch between service and ridership, major transportation network changes, and major development or land use changes. Metro restructures service in a manner consistent with the service design criteria found in its Service Guidelines.

If, in the County's determination, the City proposes a significant change or restructure to a route or corridor, such as a possible City service investment to separate the RapidRide C&D lines, the City agrees, if requested by the County, to participate in an interagency team to evaluate and/or plan for the proposed change. The Parties will agree on team composition and allocation of additional costs related to planning and implementation of such changes prior to committing resources to such an effort. If the Parties agree to the service and capital investment needed to achieve the service changes, the team will be responsible for analyzing and developing an implementation plan addressing not only service pathways but also facilities, coaches, terminals, equipment, and any other relevant issues and support needs.

## **2.8 Customer Marketing and Communications**

For the transit service specified in this Agreement, the County will continue to follow its standard procedures for developing and distributing full service marketing and communications information to the public through its existing tools and activities. If the City determines there is an additional communication need related to its contracted service, the City will coordinate that effort with the County through its transit communications and marketing staff.

## **3. CITY'S RESPONSIBILITIES**

- 3.1 **Service Funding.** The City will pay, via payment of billings from the County in April and October each year, as specified in Section 6.1 of this Agreement, the fully allocated cost of the

service as defined in Section 5 and detailed in Exhibit C, which is attached hereto and incorporated herein by this reference, as updated annually.

- 3.2 **Operating Enhancements.** The City agrees to pay for any enhanced services that support more efficient operations of City purchased service beyond that which the County normally provides, such as enhanced fare enforcement or transit lane enforcement. Any additional work beyond the scope specified herein shall be addressed in accordance with Section 10 of this Agreement.
- 3.3 **City Transit Reserves.** The maintenance and use of any reserve funds created or maintained by the City shall be solely within the City's control and are not subject to the County's reserve policies.
- 3.4 **Terminal Facilities.** The City will make every effort to ensure adequate terminal facilities are available within the City limits to support Metro Transit services operated under this Agreement. The City acknowledges Metro's ability to operate additional service frequency may be dependent on availability of adequate terminal facilities.

#### 4. **TERM OF AGREEMENT**

This Agreement shall commence upon signing by the Parties. Services will begin as specified in Exhibits A and B and continue until December 31, 2017, unless extended or earlier terminated pursuant to the terms of this Agreement. If the City desires to continue the Agreement beyond the initial term, the City will provide the County with written notice 180 days prior to the expiration date of the Agreement. With written approval of both Parties, the Agreement may be extended for an additional three (3) years by Metro Transit's General Manager (the "General Manager") and SDOT's Director (the "Director") without additional approval by the County Council or the City Council.

#### 5. **SERVICE COSTS/REVENUES**

##### 5.1 **Compensation**

This Section describes how the City will compensate the County for the fully allocated costs of operating the service identified in Exhibits A and B to this Agreement, as well as for the costs of the additional fleet required to provide that service. Fully allocated costs include the cost of fuel, maintenance, driver wages, service supervision, infrastructure maintenance, revenue collection, scheduling, rider information, data analysis, and administrative and management costs, unless otherwise noted in Section 5.2.

##### 5.2 **Fully Allocated Hourly Rate**

The City will compensate the County based on the estimated fully allocated hourly rates detailed in Exhibit C for all platform service hours (i.e., the number of hours a bus is in operation, including revenue time, layover time and deadhead time) operated in 2015. For each subsequent year, the rates will be based on the applicable annual allotment of the adopted budget for that period. Consistent with the rest of King County, Metro Transit is on a biennial budget cycle. Any

annual amounts calculated pursuant to this Agreement represent an annual allotment of the adopted biennial budget for the period under consideration.

For the purposes of this Agreement, the fully allocated hourly rate will not include the following costs:

- a. King County Department of Transportation Director's Office expenses; and
- b. Metro Transit Division, General Manager's Office expenses

### 5.3 Fleet Costs

In addition to the hourly operating costs, the City will compensate the County for fleet costs based on the number of coaches required to operate AM and PM peak hours for the service identified in Exhibits A and B to this Agreement. For purposes of this Agreement the AM peak hours are defined as 6 a.m. – 9 a.m. and the PM peak hours are defined as 3 p.m. – 6 p.m.

The County will determine the number of coaches required for the service being purchased by the City and the fleet cost based on the following:

AM & PM Peak Annual Hours = one (1) coach per	1,000	Annual Hours
Financing Period (Diesel/Hybrid buses)	12 Years	FTA minimum
Financing Period (Trolley buses)	15 Years	FTA minimum
Debt Interest	3%	Amortization Rate

After the service being purchased by the City has been scheduled in Metro Transit's scheduling software, the County will use that information to determine if the scheduled number of coaches and required spares is consistent with the above calculation. Any significant differences between the two measurements will be used by the County to adjust the City's fleet-based costs.

Fleet costs will be calculated by the County using the estimated purchase price of coaches for the year in which the service will be implemented. 2015 estimated fleet costs are shown on Exhibit C.

In considering the fleet required to support the peak service requested by the City, the following applies:

Due to the unique characteristics of RapidRide buses, it is uncertain whether the County will be able to purchase this type of bus during the Agreement period. If RapidRide buses are not available, the County will use standard 60' Diesel/Hybrid buses to operate added service on RapidRide routes.

Due to the unique characteristics of trolley coaches, it is uncertain whether the County will be able to retain this type of coach in its fleet at the end of the Agreement. For each trolley coach that the County determines it cannot continue to use in its fleet due to reduction or termination of City funded transit service, the City will be financially responsible for the purchase price of the trolley, less the total amount the City paid for the trolley on an annual basis during the term of the Agreement. The County will invoice the City for any such



costs at the expiration or earlier termination of the Agreement. Upon the expiration or earlier termination of the Agreement, any trolley coach that the County has determined cannot be retained in its fleet will become the property of the City once the City has reimbursed the County for the full purchase price of that equipment. Upon transfer of ownership, the City shall take immediate possession of any such equipment.

All other coaches will be retained in the County's transit fleet and will remain the property of the County and the City will have no further financial obligation for the cost of this equipment.

#### **5.4 Farebox Revenue**

The City will receive a credit towards the contract service operating costs based on the farebox recovery ratio (farebox revenue divided by operating cost) for both motor buses and trolley buses. The farebox recovery ratio applied to trolleybus service and to motorbus service each year will be based on the most recent ratio prior to January 1 of each year reported by the County in the NTD. Exhibit C contains the estimated farebox recovery ratios for 2015.

#### **5.5 Method of Operating Cost Reconciliation**

On an annual basis starting in 2016, based on the information developed annually by Metro Transit for reporting to the NTD and provided to the City in accordance with Section 2.5 (b) of this Agreement, the Parties will reconcile the actual operating costs of the City-funded transit service with the cost paid by the City.

For purposes of this Agreement the method of reconciliation will be as follows:

Actual hourly operating costs for each fleet type of service will be multiplied by actual hours delivered of that City-funded service to develop the total actual operating cost of the City-funded service.

If the costs billed by the County exceed the actual costs documented in the County's financial records, the County will compensate the City for the difference.

If the costs billed by the County are less than the actual costs documented in the County's financial records, the City will compensate the County for the difference.

The settlement will be made in the next invoice cycle after reconciliation and will be made through an adjustment to the invoiced amount.

The provisions of this Subsection 5.5 will survive the expiration or earlier termination of the Agreement.

### **6. INVOICES/PAYMENT PROCEDURES**

6.1 The County will invoice the City following the end of the 2015 calendar year for the costs incurred by the County to operate the service identified in this Agreement based on Metro Transit's fully allocated hourly rate for that service type and the service hours as scheduled under Section 2.6 of this Agreement. For the remaining period of this Agreement, the City will receive two (2) invoices each calendar year for such costs. One invoice will be for the first 6 months of service during the calendar year and the other invoice for the last 6 months of the year. Each invoice will be issued by the County within 60 days following each 6-month period.

6.2 The estimated cost rates for 2015 are provided in Exhibit C. The estimated fully allocated hourly rates will be adjusted by the County in January each year, based on the anticipated per hour costs for that year. This adjustment will be provided to the City.

6.3 The City shall make payment within forty-five (45) days after receipt of an invoice. Should the City fail to pay the County the amount due within forty-five (45) days of receipt of a billing invoice from the County, a late payment assessment shall be applied to any outstanding balance due for that invoice. The late payment assessment shall be fixed at the maximum rate allowable under Washington state law.

## **7. NO SUPPLANTING OF TRANSIT SERVICE**

7.1 The Parties agree that the City's purchase of service hours under this Agreement shall not supplant other service on routes partially or completely operating within the City that the County would otherwise provide in accordance with the adopted Metro Transit Service Guidelines.

7.2 All services operating under this Agreement will be included in Metro Transit's annual Service Guidelines evaluation as part of their route service level and performance assessments. The entirety of any route in which the City purchases service hours will be evaluated, without separate evaluation of "Seattle hours" or "King County hours."

7.3 Metro Transit's service investments, reductions, reinvestments and restructures of bus routes will be based on Metro Transit's annual Service Guidelines Report and the Service Guidelines in effect in each year the system is evaluated. Metro Transit will be guided by this report and its priorities, which apply systemwide. The City acknowledges that Metro Transit has the sole authority to interpret the Service Guidelines and make changes to the transit network based on implementation of the Service Guidelines.

7.4 At the initiation of any City service investment and through at least the next evaluation period, Metro Transit will continue its current number of bus trips, not including service funded by others, in any route and period in which the City purchases additional service hours. Should a subsequent Service Guidelines based evaluation identify any of these routes as an investment or reduction priority, Metro Transit may increase or reduce service levels in a route(s) based on that evaluation and consistent with its Service Guidelines. The City may reduce or increase its purchase of additional service in a route(s) at any time, consistent with the service change notification provided under Section 2.7 of this Agreement. The County acknowledges that the City has the sole authority to interpret the Seattle Transit Master Plan and to make changes in its investments based on implementation of the Transit Master Plan.

- 7.5 Before any service restructure projects are undertaken, Metro Transit will identify baseline service investments made by Metro Transit and the City prior to the implementation of the restructure. The resulting service investments will be established by mutual agreement, with Metro Transit's net investment remaining the same, except as provided for in Section 7.4. If a future Metro Transit budget establishes the need for system reductions, restructures may result in Metro Transit's net investment being reduced from the baseline.
- 7.6 When growth in current revenues or new revenue sources enable the Metro Transit system to grow, the City would be credited for service investments consistent with Metro's top three investment priorities (1. crowding, 2. reliability, 3. corridor service levels) in the following manner:
- 7.6.1 Based on annual Service Guidelines evaluations, current service hours investment needs for priorities 1 to 3 will be calculated and Metro Transit will identify the percentage of total system service hours need that applies to routes with 80% of their stops within the city of Seattle ("Seattle routes").
- 7.6.2 Metro Transit will replace current City-funded transit service in this Agreement with the percentage of new service hours growth equal to the percentage of service hours investment need identified in 7.6.1 above that applies to Seattle routes.
- 7.6.3 The replacement investment that Metro would make under Section 7.6.2 of this Agreement will be capped at the total number of hours the City has purchased via this Agreement that fall within Metro Transit's top three investment priority categories. If this limit is reached, all further Metro Transit investments would be consistent with the Service Guidelines prioritization and order of investment.

## **8. RECORDS AND AUDITS**

- 8.1 Maintenance of Records. The Parties shall maintain books, records, and documents directly pertinent to performance of the work under this Agreement for a period of six (6) years after the expiration or earlier termination of the Agreement.
- 8.2 Access for Audit Purposes. For the purpose of audit and examination, to verify the County's work and invoices, to assist in negotiations for additional work, and to resolve claims and disputes, the City shall have reasonable access to and be permitted to inspect such books, records and documents that are not privileged or otherwise exempt from disclosure under applicable law in order to monitor and evaluate the service provided pursuant to this Agreement. If an audit is performed, the County will be afforded the opportunity for an audit exit conference and an opportunity to comment and submit any supporting documentation on the pertinent portions of any draft audit report and any final audit report will include written comments of reasonable length, if any, of the County.

- 8.3 Disclosure of Public Records. The Parties acknowledge that all non-privileged, non-exempt information and reports that may result from access to records under this Agreement is subject to public disclosure.

## **9. INDEMNIFICATION AND LEGAL RELATIONS**

- 9.1 It is understood and agreed that this Agreement is solely for the benefit of the Parties hereto and gives no right to any other person or entity. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one Party or its contractors or subcontractors shall be deemed, or represent themselves to be, employees, agents, contractors or subcontractors of the other Party.
- 9.2 Each Party shall comply, and shall ensure that its contractors and subcontractors, if any, comply with all federal, state and local laws, regulations, and ordinances applicable to the work and services to be performed under this Agreement.
- 9.3 Each Party shall protect, defend, indemnify and save harmless the other Party, its elected officials, officers, officials, employees and agents while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages, arising out of or in any way resulting from each Party's own negligent acts or omissions. Each Party agrees that it is fully responsible for the acts and omissions of its own subcontractors, their employees and agents, acting within the scope of their employment as such, as it is for the acts and omissions of its own employees and agents. Each Party agrees that its obligations under this provision extend to any claim, demand, and/or cause of action brought by or on behalf of any of its employees or agents. The foregoing indemnity is specifically and expressly intended to constitute a waiver of each Party's immunity under Washington's Industrial Insurance Act, RCW Title 51, as respects the other Party only, and only to the extent necessary to provide the indemnified Party with a full and complete indemnity of claims made by the indemnitor's employees. The Parties acknowledge that these provisions were specifically negotiated and agreed upon by them.
- 9.4 Each Party's rights and remedies in this Agreement are in addition to any other rights and remedies provided by law.
- 9.5 This Agreement shall be interpreted in accordance with the laws of the State of Washington. The Superior Court of King County, Washington, located in Seattle, Washington, shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.
- 9.6 The provisions of this Section 9 shall survive any termination of this Agreement.

## **10. CHANGES AND MODIFICATIONS**

This Agreement may be amended or modified only by prior written agreement signed by the Parties hereto. Amendments and modifications consistent with the intent and purpose of this Agreement may be executed by the General Manager and the Director.

In particular, this Agreement may be amended or modified by the General Manager and the Director with respect to additional service the City may request the County to provide beyond the scope specifically provided for herein. Consistent with its appropriation authority, the County may provide such additional service at its sole discretion. The cost of such service will be determined by the County and agreed to in writing by both Parties. Compensation for any additional service shall be agreed upon in writing by the Parties as soon as practicable when any such additional work is identified. The General Manager and the Director may also agree to reductions in City-funded service.

## **11. TERMINATION OF AGREEMENT**

- 11.1 Either Party may terminate this Agreement in writing if the other Party substantially fails to fulfill any or all of its obligations under this Agreement through no fault of the other; provided, however, that, insofar as practicable, the Party terminating the Agreement will give not less than 180 calendar days prior to the County's next scheduled service change, by written notice delivered by certified mail, return receipt requested, of intent to terminate.
- 11.2 In addition to termination under Subsection 11.1 of this Agreement, either Party may terminate this Agreement for its convenience, provided that the other Party will be given not less than 180 calendar days prior to the County's next scheduled service change, by written notice delivered by certified mail, return receipt requested, of intent to terminate.
- 11.3 Performance of any responsibilities undertaken by either Party pursuant to this Agreement is conditional upon the appropriation by their respective legislative bodies of sufficient funds. Should such an appropriation not be approved by either Party's legislative body, the Agreement shall terminate at the close of that Party's current appropriation period. King County is on a biennial budgeting cycle and appropriations end on December 31<sup>st</sup> of the last year of the biennium (even calendar years). The City is on an annual budgeting cycle and appropriations end on December 31<sup>st</sup> of each year.
- 11.4 If either Party terminates, the City will pay the County a pro-rated amount for services performed in accordance with the Agreement to the date of termination.

## **12. FORCE MAJEURE**

Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by a cause beyond its control, including, but not limited to: any incidence of fire, flood, earthquake or acts of nature, including adverse winter weather; strikes or labor actions; commandeering material, products, or facilities by the federal, state or local government; and/or national fuel shortage; when satisfactory evidence of such cause is presented to the other Party, and provided further that such non-performance is beyond the control and is not due to the fault or negligence of the Party not performing. In no event, however, shall this provision eliminate the City's obligation to make payment to the County for work performed in accordance with this Agreement.

## **13. WAIVER OF DEFAULT**

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless stated to be such in writing, signed by authorized Parties and attached to the original Agreement.

**14. ASSIGNMENT**

This Agreement shall be binding upon the Parties, their successors, and assigns; provided, however, that neither Party shall assign or transfer in any manner any interest, obligation or benefit of this Agreement without the other's prior written consent.

**15. NO THIRD PARTY BENEFICIARIES**

Nothing in this Agreement, express or implied, is intended to confer on any person or entity other than the Parties hereto and their respective successors and assigns any rights or remedies under or by virtue of this Agreement.

**16. HEADINGS FOR CONVENIENCE ONLY**

Section titles or other headings contained in this Agreement are for convenience only and shall not be deemed part of this Agreement or be taken into consideration in the interpretation or construction of this Agreement.

**17. MUTUAL NEGOTIATION AND CONSTRUCTION**

This Agreement and each of the terms and provisions hereof shall be deemed to have been explicitly negotiated between, and mutually drafted by, the Parties, and the language in all parts of this Agreement shall, in all cases, be construed according to its fair meaning and not strictly for or against either Party.

**18. ALL TERMS AND CONDITIONS**

This Agreement merges and supersedes all prior negotiations, representations and agreements between the Parties related to the subject matter hereof, contains all the terms and conditions agreed upon by the Parties, and constitutes the entire agreement between the Parties. No other understandings, oral or otherwise, regarding the subject matter of this Agreement shall be deemed to exist or to bind the Parties hereto.

**19. CONTACT PERSONS**

The County and the City shall designate a contact person for purposes of sending inquiries and notices regarding the execution and fulfillment of this Agreement.

	<b>City of Seattle</b>
Contact Name	Bill Bryant
Department	Seattle Department of Transportation – Policy and Planning

Title	Transit Planning Manager
Address	SMT, 700 Fifth Ave Suite 3866 Seattle WA 98124-4996
Telephone	206-684-5470
Fax	206-684-5180
E-Mail	<a href="mailto:Bill.Bryant@Seattle.Gov">Bill.Bryant@Seattle.Gov</a>

	<b>King County</b>
Contact Name	Victor Obeso
Title	Manager, Service Development, King County Department of Transportation
Address	201 S. Jackson St. KSC-TR-0426, Seattle, WA 98104
Telephone	206-263-3109
Fax	206-684-1860
E-Mail	<a href="mailto:Victor.obeso@kingcounty.gov">Victor.obeso@kingcounty.gov</a>

**20. EXECUTION OF AGREEMENT – COUNTERPARTS**

This Agreement may be executed in two (2) counterparts, either of which shall be regarded for all purposes as an original.

**21. EFFECTIVE DATE**

This Agreement shall take effect when it is signed by both Parties.

IN WITNESS WHEREOF the Parties hereto have executed this Agreement on the \_\_\_\_\_ day of \_\_\_\_\_, 2015.

**KING COUNTY**

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**CITY OF SEATTLE**

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**EXHIBIT A**  
**Service Description and Annualized Hours – June 2015 Service Change**

		Fleet Information	EXHIBIT A Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
1	Adjust schedule on weekdays and weekends to improve reliability.	40' Trolley	250	150	400	0	0	0
2	Adjust schedule on weekdays and Saturdays to improve reliability.	40' Trolley	600	50	650	0	0	0
3	Adjust schedule on weekdays to improve reliability.	40' Trolley	500	0	500	0	0	0
4	Adjust schedule on weekdays and Saturdays to improve reliability.	40' Trolley	400	200	600	0	0	0
5	Adjust schedule on Saturdays to improve reliability. Improve Monday - Saturday evening frequency to about 15 minutes.	60' Hybrid	0	6,240	6,240	0	0	0
7	Adjust schedule on Saturdays to improve reliability.	60' Trolley	0	50	50	0	0	0



		Fleet Information	EXHIBIT A Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
8	Adjust schedule on weekdays to improve reliability. Add one morning trip to address overcrowding during the peak period.	60' Hybrid	2,800	0	2,800	0	0	0
10	Adjust schedule on weekdays to improve reliability. Improve early morning, late evening and weekend frequency to about 10-15 minutes.	40' Trolley	250	5,594	5,844	0	0	0
11	Adjust schedule on weekdays and weekends to improve reliability	40'/60' Hybrid Split	800	200	1,000	0	0	0
14	Adjust schedule on weekdays and weekends to improve reliability.	40' Trolley	800	150	950	0	0	0
16	Adjust schedule on Saturdays and Sundays to improve reliability. Add up to three afternoon peak trips on weekdays.	40' Hybrid	1,600	250	1,850	0	0	0
19	Restore route with five morning and six afternoon trips.	60' Hybrid	3,188	0	3,188	0	0	0

		Fleet Information	EXHIBIT A Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
21	Adjust schedule on Saturdays to improve reliability.	60' Hybrid	0	100	100	0	0	0
24	Adjust schedule on weekdays and Saturdays to improve reliability. Add one additional afternoon trip to address overcrowding. Improve evening frequency to about 30 minutes.	60' Hybrid	1,300	3,530	4,830	0	0	0
25	Adjust schedule on weekdays to improve reliability.	40' Hybrid	400	0	400	0	0	0
26	Adjust schedule on weekdays and weekends to improve reliability.	40'/60' Hybrid Split	500	300	800	0	0	0
27	Adjust schedule on weekdays to improve reliability. Restore off-peak and night service.	40'/60' Hybrid Split	-910	5,698	4,788	0	0	0
28	Adjust schedule on weekdays and weekends to improve reliability. Add one morning trip to address overcrowding during the peak period.	40'/60' Hybrid Split	1,100	150	1,250	0	0	0

		Fleet Information	EXHIBIT A Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
29	Adjust schedule on weekdays to improve reliability.	60' Hybrid	400	0	400	0	0	0
31	Adjust schedule on weekdays and Saturdays to improve reliability.	40'/60' Hybrid Split	250	100	350	0	0	0
32	Adjust schedule on weekdays and weekends to improve reliability.	40'/60' Hybrid Split	0	200	200	0	0	0
33	Adjust schedule on Saturdays to improve reliability.	40'/60' Hybrid Split	0	50	50	0	0	0
37	Adjust schedule on weekdays to improve reliability.	40' Hybrid	250	0	250	0	0	0
40	Adjust schedule on weekdays and weekends to improve reliability. Add peak service to address overcrowding. Improve weekday and Saturday evening frequency to about 15/30 minutes.	40'/60' Hybrid Split	6,300	9,559	15,859	0	0	0

		EXHIBIT A Hours Estimate						
		Fleet Information	Non-Tunnel			In Tunnel		
		All fleet types						
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
41	Adjust schedule on weekdays to improve reliability. Add one morning and one afternoon trip to address overcrowding during peak periods. Improve evening frequencies to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes.	Tunnel	0	0	0	1,200	6,906	8,106
43	Adjust schedule on Saturdays to improve reliability.	60' Trolley	0	100	100	0	0	0
44	Adjust schedule on Saturdays to improve reliability. Improve midday weekday and Saturday frequencies to about 12 minutes.	60' Trolley	300	4,306	4,606	0	0	0
47	Restore route.	40' Trolley	4,080	2,923	7,003	0	0	0
48	Adjust schedule on weekdays and weekends to improve reliability. Add one morning trip to address overcrowding during the peak period.	60' Hybrid	1,100	600	1,700	0	0	0

		EXHIBIT A Hours Estimate						
		Fleet Information	Non-Tunnel			In Tunnel		
		All fleet types						
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
49	Adjust schedule on Sundays to improve reliability.	60' Trolley	0	50	50	0	0	0
55	Adjust schedule on weekdays to improve reliability. Add up to four morning and four afternoon trips.	60' Hybrid	2,920	0	2,920	0	0	0
56	Adjust schedule on weekdays to improve reliability.	60' Hybrid	300	0	300	0	0	0
57	Adjust schedule on weekdays to improve reliability.	60' Hybrid	300	0	300	0	0	0
60	Adjust schedule on Saturdays to improve reliability. Improve evening frequency on weekdays to about 30 minutes.	40' Hybrid	0	5,945	5,945	0	0	0
70	Adjust schedule on weekdays to improve reliability.	40' Trolley	1,300	0	1,300	0	0	0
71	Adjust schedule on weekdays to improve reliability. Add one afternoon trip to address overcrowding during the peak period.	Tunnel	0	0	0	650	100	750

		Fleet Information						
		EXHIBIT A Hours Estimate						
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
72	Adjust schedule on weekdays to improve reliability. Add one afternoon trip to address overcrowding during the peak period.	Tunnel	0	0	0	350	100	450
76	Adjust schedule on weekdays to improve reliability.	Tunnel	0	0		250	0	250
83	Adjust schedule to improve reliability.	40' Hybrid	0	50	50	0	0	0
99	Adjust schedule on weekends to improve reliability.	40' Hybrid	0	100	100	0	0	0
120	Add up to three morning turnback trips starting in White Center to address overcrowding in the peak period.	60' Hybrid	1,025	0	1,025	0	0	0
125	Improve frequency to about 30 minutes on weekends.	40' Hybrid	0	659	659	0	0	0
15EX	Add up to two morning and two afternoon trips to address overcrowding during the peak periods.	60' Hybrid	2,200	0	2,200	0	0	0
17EX	Adjust schedule on weekdays to improve reliability. Add one morning trip to address overcrowding during the peak period.	60' Hybrid	569	0	569	0	0	0
		Fleet Information	EXHIBIT A Hours Estimate					

Route	Description of Change	All fleet types	Non-Tunnel			In Tunnel		
		Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
18EX	Adjust schedule on weekdays to improve reliability. Add one afternoon trip to address overcrowding during the peak period.	60' Hybrid	750	0	750	0	0	0
21EX	Adjust schedule on weekdays to improve reliability.	60' Hybrid	250	0	250	0	0	0
26EX	Adjust schedule on weekdays to improve reliability.	60' Hybrid	250	0	250	0	0	0
28EX	Adjust schedule on weekdays to improve reliability.	60' Hybrid	250	0	250	0	0	0
5EX	Add up to four morning and four afternoon trips to address overcrowding during the peak periods.	60' Hybrid	2,754	0	2,754	0	0	0
64EX	Adjust schedule on weekdays to improve reliability.	60' Hybrid	250	0	250	0	0	0
66EX	Adjust schedule on weekdays to improve reliability.	40' Hybrid	500	0	500	0	0	0
74EX	Adjust schedule on weekdays to improve reliability. Add one morning trip to address overcrowding in the peak period.	Tunnel	0	0	0	750	0	750

		Fleet Information	EXHIBIT A Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
C Line	Adjust schedule on Saturdays to improve reliability.	60' RR	0	50	50	0	0	0
C/D Line	Improve frequency to about: 7-8/12/15/15/12/15	60' RR	2,065	10,176	12,241	0	0	0
D Line	Adjust schedule on Saturdays to improve reliability.	60' RR	0	100	100	0	0	0
JUNE TOTALS			41,941	57,631	99,572	3,200	7,106	10,306



**EXHIBIT B**  
**Service Description and Annualized Hours**  
**September 2015 Service Change**

		Fleet Information	EXHIBIT B Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
2	Improve Monday - Saturday evening frequency to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes on Sundays.	40' Trolley	0	3,882	3,882	0	0	0
3	Adjust schedule on weekdays to improve reliability.	40' Trolley	0	250	250	0	0	0
5	Improve Sunday off-peak frequency to about 15 minutes.	60' Hybrid	0	3,432	3,432	0	0	0
7	Improve weekend frequency to about 10-12 minutes. Add up to two morning and two afternoon trips to address overcrowding in the peak periods. Split from Route 49 on Sundays.	60' Trolley	2,200	4,312	6,512	0	0	0

		Fleet Information	EXHIBIT B Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
8	Improve Saturday frequency to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes on weekends.	60' Hybrid	0	729	729	0	0	0
11	Improve Monday - Saturday midday frequency to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes.	40'/60' Hybrid Split	0	7,158	7,158	0	0	0
12	Improve Monday - Saturday evening frequency to about 15 minutes. Improve early morning and late evening frequency to about 30 minutes.	40' Trolley	0	3,667	3,667	0	0	0
14	Improve service midday weekdays in both directions. Improve early morning and late evening frequency to about 30 minutes.	40' Trolley	3,060	12,053	15,113	0	0	0
16	Improve Sunday midday frequency to about 20 minutes. Improve evening frequency to about 20 minutes.	40' Hybrid	0	5,170	5,170	0	0	0

		Fleet Information	EXHIBIT B Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
25	Add service during the peak period to address corridor needs.	40' Hybrid	2,000	0	2,000	0	0	0
30	Add up to two additional hours of service during the midday weekdays.	40' Hybrid	0	1,530	1,530	0	0	0
33	Improve midday frequency on weekends to about 30 minutes. Add up to two morning and two afternoon trips to meet corridor needs in the peak period. Improve evening frequency on weekdays to about 30 minutes.	40'/60' Hybrid Split	1,000	5,046	6,046	0	0	0
40	Improve Sunday frequency to about 15 minutes.	40'/60' Hybrid Split	0	4,118	4,118	0	0	0
41	Improve frequency on Sundays to about 15 minutes.	Tunnel	0	0	0	0	2,803	2,803
43	Improve Saturday frequency to about 15 minutes.	60' Trolley	0	312	312	0	0	0
44	Improve frequency during the peak period to about 10 minutes. Split from Route 43 until 10:00 PM.	60' Trolley	2,550	2,603	5,153	0	0	0

		Fleet Information	EXHIBIT B Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
48	Improve evening frequency on Saturdays to about 15 minutes and midday frequency on Sundays to about 15 minutes.	60' Hybrid	0	4,022	4,022	0	0	0
49	Improve late evening and early morning frequency to about 15 minutes.	60' Trolley	0	3,804	3,804	0	0	0
68	Expand the service span on Saturday and add Sunday service.	40'/60' Hybrid Split	0	2,672	2,672	0	0	0
70	Add one morning trip to address overcrowding during the peak period. Improve service frequency to about every 10/15 minutes from about 6:00 AM to midnight.	40' Trolley	300	16,708	17,008	0	0	0
3/4	Improve early morning and late evening frequency to about 30 minutes on weekends.	40' Trolley	0	394	394	0	0	0
31/32	Improve late evening frequency to about 30 minutes.	40'/60' Hybrid Split	0	290	290	0	0	0
66X/67	Improve early morning and late evening frequency to about 30 minutes. Improve Saturday frequency to about 15 minutes.	40'/60' Hybrid Split	0	3,739	3,739	0	0	0

		Fleet Information	EXHIBIT B Hours Estimate					
		All fleet types	Non-Tunnel			In Tunnel		
Route	Description of Change	Fleet Type	Peak	Non-peak	Total	Peak	Non-Peak	Total
71/72/73	Operate as an express all times of day between the University District and downtown Seattle.	Tunnel	0	0	0	0	-3,594	-3,594
72/73	Improve late evening and Sunday frequency to about 30 minutes on Routes 72 and 73.	Tunnel	0	0	0	0	9,302	9,302
9EX	Improve frequency to about 20 minutes during peak periods.	40'/60' Hybrid Split	3,315	0	3,315	0	0	0
RedWkdy	Eliminate reduced weekday schedules on Seattle routes.	40'/60' Hybrid Split	0	4,600	4,600	0	0	0
SEPTEMBER TOTALS			14,425	90,489	104,914	0	8,511	8,511

## Exhibit C - Estimated 2015 Rates

The rates shown below represent the rates that are estimated for 2015 based on the type of service being operated. The estimated cost of the service is determined by multiplying the appropriate rate times the annual hours being operated on the corresponding vehicle type.

### ESTIMATED 2015 FULLY ALLOCATED HOURLY OPERATING RATES

Vehicle Type	2015 Estimated Hourly Rate
35' Diesel/Hybrid	\$
40' Diesel/Hybrid	\$
60' Diesel/Hybrid	\$
60' Diesel/Hybrid (Tunnel Route)	\$
RapidRide	\$
40' Trolley	\$
60' Trolley	\$

### ESTIMATED 2015 FLEET COSTS:

Vehicle Type	Purchase Price	Estimated Amortized Annual Cost	Financing Period
35' Diesel/Hybrid	\$ 700,000	\$ 70,323	12 years
40' Diesel/Hybrid	\$ 760,000	\$ 76,351	12 years
60' Diesel/Hybrid*	\$ 1,209,000	\$ 121,459	12 years
40' Trolley**	\$ 1,129,000	\$ 94,572	15 years
60' Trolley**	\$ 1,584,000	\$ 132,686	15 years

\* Due to the unique characteristics of RapidRide buses, it is uncertain whether the County will be able to purchase this type of bus during the Agreement period. If RapidRide buses are not available, the County will use standard 60' Diesel/Hybrid buses to operate added service on RapidRide routes.

\*\* Due to the unique characteristics of trolley coaches, it is uncertain whether the County will be able to retain this type of coach in its fleet at the end of the Agreement. For each trolley coach that the County determines it cannot continue to use in its fleet, the City will be financially responsible for the purchase price of the trolley, less the total amount the City paid for the trolley on an annual basis during the term of the Agreement. The County will invoice the City for any such costs at the expiration or earlier termination of the Agreement.

**FAREBOX RECOVERY:**

The following table shows the estimated 2015 farebox recovery ratios. Information is based on the 2015/2016 adopted budget.

NTD Mode	% Credit Against Operating Costs
Motorbus	29%
Trolleybus	41%

### **FISCAL NOTE FOR NON-CAPITAL PROJECTS**

<b>Department:</b>	<b>Contact Person/Phone:</b>	<b>CBO Analyst/Phone:</b>
SDOT	Bill LaBorde/4-0102	Christie Parker/4-5211

**Legislation Title:** AN ORDINANCE relating to the Seattle Transportation Benefit District, authorizing the Director of the Seattle Department of Transportation to execute an interlocal agreement with King County Metro Transit to purchase the transit service necessary to implement Seattle Transportation Benefit District Proposition 1.

**Summary of the Legislation:** The proposed Council Bill would authorize an agreement with King County to purchase transit service from King County Metro using revenues authorized by Seattle Transportation Benefit District (STBD) voter approval of Proposition 1 in November, and imposed by the STBD governing board on December 1, 2014.

**Background:**

On September 20, 2010, the Seattle City Council approved Ordinance 123397, establishing the Seattle Transportation Benefit District (STBD), pursuant to RCW 36.73, for the City of Seattle to leverage additional revenue to preserve and maintain transportation infrastructure and enhance Seattle transportation choices, including public transit. Upon establishing the STBD, its governing board imposed a \$20 annual vehicle license fee to fund these preservation and enhancement efforts.

On July 17, 2014, the STBD Board approved Resolution 12, placing a measure (Proposition 1) on the November 2014 General Election ballot. The ballot measure asked District voters to authorize up to one-tenth of one percent sales and use tax, and an annual vehicle license fee of up to an additional \$60 per registered vehicle with a \$20 rebate for low-income individuals, for the purposes of funding Metro Transit service in Seattle. STBD Proposition 1 passed with 62% approval and on December 1, 2014, the STBD board approved Resolution 14, fully imposing the vehicle license fee and sales tax revenues. The STBD Board plans to amend its existing interlocal agreement with the City of Seattle to facilitate the City's purchase of transit service from King County Metro with these revenues.

This ordinance would authorize the SDOT Director to execute an agreement with King County governing the terms of the transit purchase. The substantially final agreement, as negotiated between SDOT and King County Metro, is attached as Attachment A. Exhibit A of that agreement describes the service that would be purchased beginning June 9, 2015 and Exhibit B of the agreement describes the service that would be purchased beginning September 26, 2015.

  x   This legislation has financial implications.



### Appropriations:

Fund Name and Number	Department	Budget Control Level*	2014 Appropriation	2015 Anticipated Appropriation
<b>TOTAL</b>				

\*See budget book to obtain the appropriate Budget Control Level for your department.

### Appropriations Notes:

The City/County agreement is contingent upon future STBD budget appropriations. The current estimated costs for King County service due to this legislation are \$11.5 million during 2015 and \$29.5 million during 2016.

### Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Department	Revenue Source	2014 Revenue	2015 Revenue
<b>TOTAL</b>				

### Revenue/Reimbursement Notes:

N/A

### Total Regular Positions Created, Modified, or Abrogated through this Legislation, Including FTE Impact:

(This table should only reflect the actual number of positions affected by this legislation. In the event that positions have been, or will be, created as a result of other legislation, please provide details in the Notes section below the table.)

Position Title and Department	Position # for Existing Positions	Fund Name & #	PT/FT	2014 Positions	2014 FTE	2015 Positions*	2015 FTE*
<b>TOTAL</b>							

\* 2015 positions and FTE are total 2015 position changes resulting from this legislation, not incremental changes. Therefore, under 2015, please be sure to include any continuing positions from 2014.

### Position Notes:

N/A

Do positions sunset in the future?

**Spending/Cash Flow:**

Fund Name & #	Department	Budget Control Level*	2014 Expenditures	2015 Anticipated Expenditures
<b>TOTAL</b>				

\* See budget book to obtain the appropriate Budget Control Level for your department.

Spending/Cash Flow Notes:

**Other Implications:**

- a) **Does the legislation have indirect financial implications, or long-term implications?**  
The agreement governs terms and the cost of service hours that the City purchases from King County Metro, however the amount of service purchased will vary from year-to-year based on revenue available from the STBD Prop 1 revenues minus administrative costs, election costs, reserves, regional partnership agreement costs, costs associated with the Low-Income Vehicle License Fee rebate and costs associated with the STBD-funded program to improve access to King County's low income fare program for Seattle residents.
- b) **What is the financial cost of not implementing the legislation?**  
None.
- c) **Does this legislation affect any departments besides the originating department?**  
CBO and FAS.
- d) **What are the possible alternatives to the legislation that could achieve the same or similar objectives?**  
None.
- e) **Is a public hearing required for this legislation?**  
No.
- f) **Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**  
No.
- g) **Does this legislation affect a piece of property?**  
No.
- h) **Other Issues:**  
None.

**List attachments to the fiscal note below:**



**City of Seattle**  
Edward B. Murray  
Mayor

January 12, 2015

Honorable Tim Burgess, President  
Seattle City Council  
City Hall, 2<sup>nd</sup> Floor

Dear Council President Burgess:

I am pleased to transmit the attached proposed Council Bill that will allow the City to implement Seattle Transportation Benefit District Proposition 1, as approved by City voters last November, by authorizing the director of the Seattle Department of Transportation to enter an agreement to purchase more than 223,000 of additional bus service from King County Metro Transit.

As we promised voters in November, this added service will ease overcrowding and improve reliability in Seattle at a time when Metro is seeing record ridership. This service purchase will ensure that transit can expand with our growing City and help sustain a healthy community and needed mobility for residents throughout the City.

Thank you for your consideration of this legislation. Should you have questions, please contact SDOT's Bill LaBorde at 684-0102 or Bill Bryant at 684-5470.

Sincerely,

A handwritten signature in dark ink, appearing to read "Edward B. Murray", with a long, sweeping horizontal line extending to the right.

Edward B. Murray  
Mayor of Seattle

cc: Honorable Members of the Seattle City Council